

**MORE THAN TWO THOUSAND LIVES LOST WITH  
THE VESSELS—CAUSES OF THE DISASTERS.**

A great deal has been said against the new law just gone into operation, whereby all steamships coming within the jurisdiction of the United States are compelled to submit to the same inspection laws as the vessels of the United States are subjected to. The British consul at San Francisco complains American steam and sailing vessels are obliged to comply with her inspection laws or else refuse them clearance, and experience has shown that similar restrictions should be applied to foreign vessels sailing from American ports. Unless an inspection law is rigidly enforced the most serious abuses prevail. For instance, it has been proved that there is no attention paid to the "Plumell Mark," the limit to which a vessel should be loaded. It is claimed in England that it is moved up or down at the owner's convenience, and some owners say that they can, if they choose, point it on the funnel. The vessel goes to sea, founders, or is posted as missing. Take, for instance, the *Ballina*, which sailed from Liverpool for Lorne, on January 5, never to be heard from again, and upon which forty persons were lost. The British court found upon investigation, that she had not sufficient stability, and if she shipped a heavy sea, she would have been every probability sinking, and that she would turn over or go down. The court also found that she was overloaded, and that her Plims Mark was far out of place. Then there was the British steamer *Eschscholtz*, which sailed from San Francisco with a cargo of wheat on June 19, and capsized on the same day just outside of the harbor. Sixteen lives were lost. An investigation by the British Consul Court at San Francisco showed that the water tanks were empty, the vessel was "tender," and that the peculiar and extraordinary list of the ship as she passed Point Lobos attracted the attention of the keeper so that he kept his glass upon her until the list became so great that he was certain she was in peril. The testimony adduced was at variance, and the court attributed the loss of the vessel to "the slowing of the engines in a dangerous spot." The court was charged with not making as thorough an investigation as was possible, and a second court was convened. The decision of the latter, a few days ago, declared that the vessel was dangerously overloaded and quite unstable." The foundering of the *Bahama* off Cape Disappointment on February 10, on a voyage from Porto Rico for New-York, had much to do with the passage of the new inspection law. This disaster cost twenty lives. The *Bahama* was formerly an old blockade-runner, and sometime after capture was condemned and sold for \$6,000, taken to Quebec and there unladen, and then run in the Quebec and Gulf Ports Line service.

LIST OF THE LOST VESSELS.

**ALICE**—British, iron, screw, 1,080 tons; built at Liverpool, 1880; owned by George B. Hall, Liverpool; O.essa or Luierick November 3, 1881; never heard from.

**ALPHEA**—British, iron, screw, 1,336 tons; built at Hull, 1864; owned by J. Wilson's Son & Co., Hull; Hull for Prince, general cargo; sunk by collision 170 miles off Cape Cod, January 18, 1882.

**ALPHEA**—British, iron, screw, 747 tons; built at Sunderland, 1876; owned by McLaren, Crum & Co., Glasgow; sailed for Cape Cod, November 28, 1881; never heard from; 28 lives lost.

**ARIEL**—Danish, m. m., screw, 377 tons; built at Hull, 1865; owned by H. M. Clausen, Nyborg; Newcastle for Cape Cod; stranded at Lorton, January 20, 1882.

**ARMENIAN**—Belgian, iron, screw, 1,123 tons; built at Durban, 1871; owned by J. G. B. de la Baite August 1; never heard from; 32 lives lost.

**ARMONCASTLE**—British, iron, screw, 140 tons; built at Glasgow, 1869; owned by W. Lang, Port Glasgow; Burness for Glasgow; stranded in Iona Sound, March 10.

**ARMONCASTLE**—British, iron, screw, 1,317 tons; built at Glasgow, 1869; owned by Great Western S. S. Co., Bristol; Edge, Avonmouth for Montreal, stranded in Iona Sound, March 10.

**ARNDRAE**—Belgian, iron, screw, 1,444 tons, built at Newcastle, 1877; owned by Hall Bros., London; St. John's N. B. for Bristol, Edge; sunk by ice off Cape Cod, March 21.

**ASHLAND**—American, w. d. nre, paddle, 762 tons; built 1863; destroyed by fire near New Orleans, July 14.

**ASIA**—British, iron, screw, 1,315 tons; built at Newcastle, 1876; owned by Messrs. J. & A. Young, Newcastle; sailed, September 15 for Upper Lakes; foundered, 98 lives lost.

**ATHLETE**—British, iron, screw, 663 tons; built at Bristol, 1876; owned by Wallace, Liverpool; Bilbao for Swansea, cargo of iron ore; abandoned at sea May 20.

**ATHOL**—British, iron, screw, 1,944 tons; built at Glasgow, 1879; owned by Atlas S. S. Company; New-York for Port Prince; stranded on Inagua November 10.

**AUDENA**—Austrian, iron, screw, 1,828 tons; built at Daubron, 1869; owned by Austrian Lloyd's, Trieste; sailed for Cape Cod, December 10, 1881; stranded at Kaskawia February 8.

**AUSTAL**—British, steel, screw, 5,588 tons; built at Glasgow, 1881; owned by Orient S. S. Co.; from London for Cape Cod; foundered in Sydney Harbor November 10.

**AUSTRIA**—Austrian, iron, screw, 1,234 tons; built at Trieste, 1869; owned by Austrian Lloyd's, Trieste; destroyed by explosion at Vagburg April 8.

**AYONDALE**—British, iron, screw, 1,862 tons; built at Middlesbrough, 1875; owned by McIntyre Bros., South Shields; sailed for London; stranded Iona's Harbor, S. S., August 9.

**BALENA**—British, iron, screw, 1,829 tons; built at Low Waver, 1876; owned by Messrs. J. & A. Young, Newcastle; sailed, Royal for Cape Cod; stranded at Abolotti January 31.

**BABARNA**—British, iron, screw, 1,099 tons; built at Port of Spain, 1876; owned by Quebec and Gulf Port S. S. Company; Porto Rico for New-York, general cargo; foundered off Cape Hatteras February 10.

**BALDER**—Swedish, iron, screw, 426 tons; built at Norrköping, 1872; owned by J. Högström, Gefte; Libau for Gottenburg; stranded at Hakeback, June 22.

**BALGARN**—British, iron, screw, 4,090 tons; built at

**A**MERICO—British, iron, screw, 741 tons; built at Aberdeen, 1870; owned by J. & A. Davidson, Aberdeen; wrecked off Cape Lizard, near Loch Carran, while on trial trip, October 12.

**B**ALATER—British, iron, screw, 741 tons; built at Aberdeen, 1870; owned by J. & A. Davidson, Aberdeen; wrecked off Liverpool; cargo of grain; foundered in harbor of Libani, Nov. 1969.

**B**ALLINA—British, iron, screw, 341 tons; built at Liverpool; wrecked off Liverpool; cargo of grain; foundered off Liverpool for Lyme, January 5; never heard from; 40 lives lost; floated until Pannell's Ark was out.

**S**ANDA—Dutch, iron, screw, 445 1/2 tons; built at Port Genoa, 1874; owned by Netherlands India S.N.V. Co., Brins for Saugamausa; capsized in Saginaw Straits.

**B**ALLETTA—Italian, iron, screw, 843 tons; built at Glasgow, in 1864; owned by P. Tassl, Leghorn; Tazanaro wrecked off Africa; cargo of grain; stranded at Operto, March 14.

**A**RA—Founded near Raz-el-Garab in February.

**S**ERRALLOS—Spanish; stranded at Cienfuegos September 5.

**S**ELEK—Mac-American, Mississippi River steamboat; destroyed by explosion at La Crosse, Wis., April 7; 6 lives lost; built in 1870; owned by McDonald Bros., Milwaukee.

**R**ENDIGO—British, iron, screw, 1,414 tons; built at Barrow, 1877; owned by Boston & New York S.S. Co.; wrecked off Cape Cod, October 1; 2 lives lost.

**G**LENELSH—British, iron, screw, 1,693 tons; built at Glasgow, 1875; owned by John Elder & Co., Ltd., London; lost on her Belize, Honduras; stranded at Kilauea, August 11.

**S**ODHOLM—British, iron, screw, 1,528 tons; built at Glasgow, 1873; owned by H. M. T. Macy, North Isles; Messian for Onquesa; stranded in the Farallones June 18; 60 lives lost; cargo of grain; foundered off the mate on ship attending to other duties; vessel in charge of herself going at 8 knots.

**S**TACEE—French, iron, screw, 1,725 tons; built at Nantes, 1875; owned by Compagnie Maritime de Marseille; Brazil for Marseilles; cargo of grain; stranded and wrecked off Cape Verde.

**D**UCKTILE—Mac-America; Mississippi River steamboat; stranded at Louisville, August 11.

**C**AMBRIAN—French, iron, screw, 958 tons; built at Southampton, 1875; owned by Leith & Gairdrie, London; Alicante; foundered near Bordeaux, October 30.

**C**AMBERGNE—French, iron, screw, 742 tons; built at Newcastle, 1875; owned by Leith & Gairdrie, London; Plymouth collision in British Channel November 27; 14 lives lost.

**L**ANDIFF—British, iron, screw, 1,041 tons; built at Cardiff, 1875; wrecked by Short & Dunn, Cardiff; Barling for Geona; stranded and wrecked on the Cardiffs September 20.

**N**ORFOLK—British, iron, screw, 200 tons; built in 1870; cargo of railway materials; stranded in Fraser River; British Columbia, April.

**K**APA—Dutch, iron, screw, 274 tons; built at Sliker, Rotterdam, 1871; owned by Leij & Van Duijn, Rotterdam; Riga for Rotterdam, July 27; never heard from; 34 lives lost.

**H**EDY—Greek—British, iron, screw, 2,181 tons; built at Haydock, Eng., 1882; London for Constantinople; stranded off Cape Cause; crew of five lives lost.

**C**HAULTON—British, iron, screw, 1,218 tons; built at Alibonbury in 1869; wrecked off Hong Kong; never heard from; cargo of coal; 42 lives lost.

**C**HELLAS—British, iron, screw, 2,114 tons; built at Glasgow, 1875; wrecked off Great Britain; Liverpool S.S. Co.; Liverpool for Laradoes; stranded Mac-

GRAY—British, iron, screw, 1,000 tons; Curruache for Calcutta; found in Gulf of Cutch, December 6.

DULPHIN—British, iron, screw, 641 tons; bound for Hartlepool; sunk by collision, May 26.

DIANA—German, iron, screw, 263 tons; built at Flensburg; owned by J. B. Smith, Copenhagen; lost near Lisbon; sunk by collision near Lisbon, April 14.

DORA—British, iron, screw, 861 tons; built at West India Dock, 1876; on Tyneside; abandoned April 18.

DOCK—British, iron, screw, 2,846 tons; built at Greenwich, 1865; owned by Royal Mail S. Co., Ltd.; bound for Bombay; sunk by collision off Cape Flares, April 1; 43 lives lost.

DOVER—American, wood, paddle, 327 tons; built in New York; for Mexico; lost under in Tampa Bay, January 1.

DRETT—British, iron, screw, 690 tons; built at Mullendore, 186; owned by Messrs. Messers, Sunderland; lost off Cape Verde, July 20.

DELY Y—British, iron, screw, 950 tons; built at Jarro, 1867; owned in London; from Constantinople; lost off Cape Verde, July 20.

EDAM—Dutch, iron, screw, 3,300 tons; built at Amsterdam, 1881; owned by Nederlands-Amerikaans Stoomvaart Maatschappij; lost off Cape Verde, New York, 1881; sunk by collision 350 miles off Sandy Hook, September 21; 2 lives lost; general cargo.

EGLINTON—British, iron, screw, 186 tons; built at Falmouth, Cornwall; owned by Messrs. New River Company, Glasgow; for Grimsby for Sweden; stranded on Falmouth Rock, April 22.

ELB—British, iron, screw, 650 tons; built at Stockton, 1888; owned by Frear & Dix, Sunderland; stranded near Leubay, April 16.

EMS—British, iron, screw, 207 tons; built at Hull, 1857; bound for London; lost off Mullendore; wreck for Stettin; stranded near Proutville, July 17.

ESCAMADA—British, iron, screw, 2,154 tons; built at Glasgow, 1876; bound for San Francisco; lost off Cape Verde; near San Francisco, June 19, 16 lives lost.

ETHELWYN—British, iron, screw, 1,516 tons; built at Glasgow; owned by Messrs. W. & C. Watson & Co., Newcastle; bound for Rotterdam; sunk by collision off Cape Verde, July 20.

ETHEL PIA—British, iron, screw, 1,761 tons; built at Liverpool, 1873; owned by African Company, London; Liverpool for Congo; lost—erect off Louisa, September 6.

ETHEREY—British, iron, screw, 814 tons; built at Port Glasgow, 1873; owned by W. & A. Smith, Home Kohn, Amsterdam; stranded in Waag River, Cura, September 8.

EVADE—British, iron, screw, 1,031 tons; built at Stockton, 1860; owned by Messrs. Messers, Sunderland; lost off Cape Verde; stranded at Foreport, January 20.

FIONA—British, iron, screw, 430 tons; built at Glasgow, 1874; owned by E. W. Knox, Sydney; Sydney for London; lost on Seal Loch Point, S. E. W., February 11.

FLEUR DE CANTLE—British, iron, screw, 2,472 tons; built at Glasgow, 1874; owned by F. Skinner & Co., Glasgow; bound for London; lost off Cape Verde, stranded near Rio Astr, July 9, several lives lost.

FLORA—German, iron, screw, 314 tons; built at North German Lloyd, 1874; bound for Hamburg; lost off Lubeck for Lihon, stranded near Prerov, January 1.

FOMENTO—Spanish, iron, screw, 207 tons; built at Pres, 1860; owned by Messrs. Messers, Sunderland; stranded off Cape Verde, Cuba, Oct. 12.

NORLAND—British, iron, screw, 745 tons; built at Sunderland, 1869; owned by H. L. Austin & Co., Sunderland; first voyage, local, under command of Col. J. A. Craze, 1870; wrecked at Cape Ray, 29 January 5.

GAINET—British-iron, iron, screw, 1,824 tons; built at Glasgow, 1878; owned by John White and Sons, Leith; first voyage, London, 1878; wrecked at Cape Verde, 15 February 29.

GENERAL COAT—French, iron, screw, 380 tons; built at Nantes, 1878; owned by Messrs. Gensereau, cargo oil, foundered in bay of Finisterre, October 4.

GEORGE WASC E—British, iron, screw, 647 tons; built at Sunderland, 1877; owned by J. B. Turc, son & Co., Newcastle; first voyage, 1878; wrecked at Cape Verde, 15 February 29.

GERALD—British, iron, screw, 1,000 tons; built at Newcastle, 1872; owned by A. Martwood & Sons, Whitby; answered for Sunderland; stranded near Cape Verde, 25 lives lost.

GLEN GREEN—British-iron, iron, screw, 730 tons; built at Aberdeen, 1881; owned by J. Fleming, Aberdeen; stranded at Port Antonio, 25 lives lost.

HALLAM—British-iron, iron, screw, 365 tons; built at Paisley, 1880; owned by Dr. Carnegie & Co., Barrow; sunk at Havre, February 18; afterward raised.

JOHN DICKINSON—burned by an explosion August 7; lives lost.

GOLDEN CITY—American, wood, Mississippi River steamer; destroyed by explosion at New Orleans, 1879.

GRANDHOLM—British, iron, screw, 369 tons; built at Aberdeen, 1879; owned by William Leslie, Aberdeen; str. Malo for an Australian coal trade; wrecked at Cape Verde, 25 lives lost.

JACINTANTICO—Spanish, iron, screw, 1,061 tons; owned by Southern Navigation Company; stranded during a storm off Cape Verde, 25 lives lost.

GULF OF FINLAND—British-iron, iron, screw, 2,323 tons; built at West Hartlepool, 1880; owned by Greenock S. Co.; ordered for England for Sydney; stranded at Cape Verde, 25 lives lost.

GULF OF PANAMA—British, iron, screw, 1,592 tons; built at Newcastle, 1880; owned by Messrs. Brown & Green, Glasgow; wrecked at Strengh, stranded near Texel, October 30; 25 lives lost.

KEY MANSEERING—British, iron, screw, 2,515 tons; built at Newcastle, 1878; owned by Messrs. Brown & Green, Glasgow; wrecked at Birkenhead; burned near Tripoli, August 5; 25 lives lost.

HARTLEPOOL—British, iron, screw, 555 tons; built at Hartlepool, 1880; owned by J. F. Short & Co., Sunderland; new for St. Nazaire; stranded near Newport, Eng. April 18; 25 lives lost.

HAWK—British, iron, screw, 604 tons; built at North Shields, 1857; owned by B. Sansonson, Middlesex; Co. Hay for Y. mouth, N. S.; wrecked at Cape Verde, 25 lives lost.

HENRY FISHER—British, iron, screw, 553 tons; built at Newcastle, 1878; owned by Fraser, Renwick & Co., Glasgow; wrecked at Cape Verde, 25 lives lost.

HENRY WHOLEFIELD—British, iron, screw, 625 tons; built at Sunderland, 1872; owned by W. Hind, Maryport; stranded at St. Vincent, 25 lives lost.

HILTON—British, iron, screw, 2,313 tons; built at Glasgow, 1873; owned by Hamburg-American Packet Company, Hamburg; New York for Hamburg; stranded three miles from Cape Verde, October 10.

HILTIA—German, iron, screw, 531 tons; built at Bergen, 1880; owned by Messrs. Hiltia, Copenhagen; wrecked at Cape Verde, missing after sailing on February 9; 25 lives lost.

**DUMESDALE**—British, iron, screw, 1,735 tons; built at Sunderland, 1877; owned by Milnair Bros., North Shields; New-Orleans for Brazil; cargo of cotton.

**LION**—British, iron, screw, 393 tons; built at Greenock, 1860; owned by W. Greive, Sons & Co., St. John's; for Texel; wrecked off Cape Cod, 1872; foundered near Hatteras Island, July 6; 45 lost.

**LIFT**—Belgian, iron, screw, 401 tons; built at Dundee, 1871; owned by A. Deutsz Antwerp; Bilbao for Antwerp; iron ore; foundered near Bilbao, January 17.

**LIVADIA**—British, iron, screw, 1,447 tons; built at Southampton, 1877; owned by J. B. de la Cour, London; Rio de Janeiro for Alexandria; cargo of coal; stranded on Cross Sands, February 28.

**LANOUELLA**—British, iron, screw, 1,752 tons; built at Cardiff, 1877; owned by Messrs. J. & F. Lewis, London; Cardiff for Cadix, cargo of coal; stranded near Ferrol, Portugal, August 3.

**LAKE**—American, iron, screw, 1,035 tons; built at Newcastle, 1875; owned by C. E. Stanleysons, Cardiff; Malta for Constantinople; stranded near Cape Verde Islands, September 1.

**LLEWELLYN**—British, iron, screw, 359 tons; built at Syngy, N.S.W., 1875; owned by G. A. Lloyd, Auckland; Sydney for London; cargo of iron ore.

**LOTUS**—British, iron, screw, 888 tons; built at Newcastle, 1869; owned by Harris & Dixon, London; Newcastle for Copenhagen; stranded near Stubbek, Denmark, November 1.

**LOCH AWE-BRITISH**, iron, screw, 554 tons; built at Glasgow, 1878; owned by Dundee Locomotive Line S. S. Co.; Liverpool for Aarhus; foundered near Shagrock, January 7.

**LOCKYER**—British, iron, screw, 2,072 tons; built at Sunderland, 1881; owned O. Wilke & Turnbull, North Shields; London for London, January 15; not heard from after 47 lives lost.

**LOD**—British, iron, screw, 754 tons; built at Lowestoft, 1871; owned by J. & R. Smith, London; Valparaiso, cargo of wool; not heard from since 42 lives lost.

**LOD SELENIO**—British, iron, screw, 1,780 tons; built at Lowestoft, 1871; owned by Tolly, Newcastle; Malta or Antwerp; lost at sea, Oct.-Ber.

**LOUSE**—Danish, iron, screw, 1,113 tons; built at Copenhagen, 1877; owned by J. P. Damphous, Copenhagen; stranded near Copenhagen, January 17.

**LENER RO**—Finnish, iron, screw, 815 tons; built at Sunderland, 1872; owned by J. & R. Smith, London; broken in two near Lisbon, February 20.

**MALLARD**—British, iron, screw, 539 tons; built at Newcastle, 1877; owned by J. & R. Smith, London; Hongkong, New-York for Belize; general cargo; stranded on Central American coast September 1.

**MALTA**—British, iron, screw, 1,000 tons; built at Greenock, 1873; owned by F. and O. S. Lo., Greenock; Indians for India; sunk by collision in the Suez Canal, December 1.

**MAIMOTHUS**—Swedish, iron, screw, 1,440 tons; from Oskarsund; foundered Calicut Sound January 17; fifteen lives lost.

**MANTA**—Spanish, iron, screw, 2,020 tons; built at Glasgow, 1877; owned by Marquis de Campo, Madrid; Spain for West Indies; stranded near St. Johns, Porto Rico, May 11.

**MARCO**—British, iron, screw, 1,056 tons; built at West Hartlepool, 1881; owned by H. Martini & Co., Glasgow; stranded near Syria February 3.

**MARGARETHA**—Swedish, iron, screw, 1,000 tons; built at Stockholm, 1872; owned by Rehar, Bornholm; for London; wrecked off Cape Cod, October 1.

GLASGOW—British, iron, screw, 345 tons; built at Hartlepool, 1871; owned by G. Pinner & Co., West Hartlepool; stranded in the Gulf of Bothnia in May, 1881.

MARY TATIANA—British, iron, screw, 1,665 tons; built at Glasgow, 1879; owned by Tatham & Co., London; Home Dock, Portland; stranded near Cape Jerine, Japan, April 1, 1881; 1,665 tons; built at Glasgow; sent sales from Hovodzumi, while in tow, on August 31.

MERLIN—British, iron, screw, 1,650 tons; built at Newcastle; owned by Richard Powers & Co., Glasgow; sent for St. Johns, N. F.; stranded near Bures, N. F., October 31.

MILTON—British, iron, screw, 1,600 tons; built at Glasgow; sent for St. Johns, N. F.; Hull; sank by collision, ten miles from South Copeland, April 27.

MOBILE—British, iron, screw, 1,409 tons; built at Glasgow; sent for St. Johns, N. F.; Glasgow; stranded near Apalachicola in September.

MORAVIAN—British, iron, screw, 3,567 tons; built at Greenock, Scot., 1861; owned by N. S. Granger, Glasgow; stranded near Yarmouth, N. S., December 31, 1881.

MOREA—British, iron, screw, 1,054 tons; built at Hartlepool, 1871; sent for London, cargo of grain; sailed November 15, 1881, and not heard from since; thirty-five days.

MORNING STAR—British, iron, screw, 1,121 tons; built at West Hartlepool, 1882; owned by W. T. Johnson, West Hartlepool; wrecked near Newbuxton, October 26.

MORSE—German, iron, screw, 3,200 tons; built at Bremen; sent for North German Lloyd, Bremen; Bremen for New-York; stranded on Lizard Point, August 9.

MOSKWA—Russian, iron, screw, 2,946 tons; built at St. Petersburg, 1876; owned by Volanteer Fleet, St. Petersburg; cargoes for Odesa, cargo of tea; stranded near Cape Cod, August 27.

NAVAL—British, iron, screw, 2,423 tons; built at Newcastle, 1872; owned by G. R. Glover, London; New-York for Liverpool; sank by collision in New-York Bay, August 27.

NAPIER—British, iron, screw, 1,927 tons; built at Newcastle, 1881; owned by James Watt, North Shields; sent for Hull; stranded in Kitch's Bay, September 27.

NASTOR—British, iron, screw, 438 tons; built at Sunderland, 1868; owned by J. C. Crawford, Newcastle; sent for London; sank by collision in the Elbe, October 26.

NEW-ENGLAND—British, iron, screw, 360 tons; built at Newcastle; sent for Clarence River, St. Navigation Co., Sydney; stranded in Clarence River, N. S. W., December 24; all sent 190 tons.

NEW-ELM—British, iron, screw, 1,635 tons; built at Newcastle, 1871; sent for Newcastle, N. B.; sunk by collision near Chattanooga, September 7.

NORDBER—Russian, iron, screw, 612 tons; built at Hull; sent for Grimsby; stranded near Lillgrund, November 10.

NORFOLK—British, iron, screw, 8,196 tons; built at Newcastle; sent for London by M. Wigram & Sons, London; Reval for Rouen; cargo of grain; sailed December 16, 1881, and never heard from; 34.

NORTH EASTERN—British, iron, screw, 1,069 tons; built at Sunderland, 1871; owned by Moran & Sanderson, Newcastle; sent for London; stranded near Cape Cod, January 6, and never heard from; 20 lives lost.

NORTH STAR—British, iron, screw, 489 tons; whaling vessel; cruised by Cape Horn, iron, screw, 380 tons; sent for London; stranded near Cape Cod, January 6, and never heard from; 20 lives lost.

ward floated.

RALLIERE—British, iron, screw, 1,347 tons; built at Newcastle, 1861; owned by J. Hodgins & Sons, Exeter; stranded near Queensland March 18.

RANGLAND—British, iron, screw, 836 tons; built at Kingston, 1861; owned by Australian S.S. Nav. Co., Sydney; wrecked off Cape Horn, scattered around coast of the King's Island May 11.

RED STAR—British, iron, screw, 1,549 tons; built at Glasgow, 1860; wrecked off Cape Horn, December 1861; Shilka; salina for Queenstown; cargo of barley; foundered in harbor of Salina October 13; three lives lost.

RENOVE—British, iron, screw, 1,323 tons; built at Sunderland 1874; owned by R. Knapier & Co., West Hartlepool; West Hartlepool for New York; cargo of pig-iron; struck on rocks off Cape Horn, 1861; on the banks of Newfoundland, August 13.

REGENT—British, iron, screw, 2,430 tons; built at Southampton, 1860; wrecked off Cape Horn, November 1861; Cardiff for New Orleans; abandoned in sinking condition at sea, December 12; cargo of railroad iron.

REGINA—British, iron, screw, 1,400 tons; built at Dundee, 1860; owned by A. G. Handyside, Leith; cargo of coal; stranded near Al. Alexandria, November 10.

RIO ALA—French, iron, screw, 1,400 tons; built at Havre, 1860; sailed for Dunkirk, 1861; wrecked off Cape Horn; Bayonne; sunk by collision near Icaz de Seine, July 10; 7 lives lost.

RIO DE LA PLATA—Brazilian, iron, screw, 2,566 tons; built at Cherbourg, France, 1876; owned by C. H. Mallory & Co., N. Y.; burned and sunk in Delaware River, May 1861.

RIVER FORT—British, iron, screw, 1,127 tons; built at Belfast, 1882; owned by W. Little, Glasgow; wrecked off Cape Horn, 1861.

RIVER KING—British, iron, screw, 742 tons; stranded Buzy, February 27.

ROBERT E. LEE—American, Mississippi River steamer; built at St. Louis, 1860; by request of U. S. Government; number 30; 20 lives lost. (Was the fastest boat on the river and carried the silver crown in a race against the sailing ship "Enterprise," which was running full of burning oil; the cotton freight and cabin furniture.)

ROCHELLE—British, iron, screw, 1,491 tons; built at Scarborough; Sebastopol for England; cotton cargo; burned and scuttled at Cape Horn, 1861.

ROCKAWAY—British, iron, screw, 1,400 tons; built at Newcastle, 1861; sailed for London; wrecked off Cape Horn; the vessel was a Navy storage vessel for the Japanese; burned in Latta Harbor, Siberia, November, 1881.

ROLAND—German, iron, screw, 603 tons; built at Hamburg, 1860; wrecked off Cape Horn, 1861.

ROLAND—German, iron, screw, 1,297 tons; built at Sunderland, 1882; owned by Romanias S. Co., London; Galatz for Amsterdam; cargo of grain; foundered on the island of Japan in November; 1 life lost.

ROSEBUD—British, iron, screw, 735 tons; built at Newcastle, 1878; sailed for Liverpool; wrecked off Cape Horn; Cardiff, Eng.; cargo of coal; sunk by collision of Land's End, February 15; 4 lives lost.

ROSTK—Russian; stranded in Lake Wever, August 24.

ROTTERDAM—British, iron, screw, 650 tons; Newport for Porto; cargo of coal; stranded and wrecked at Torrance, August 18.

ROTHSCHILD—British, iron, screw, 459 tons; built in 1879; escaped May 17, near Victoria, Vancouver Island.

ROUSE—English, screw, 9,037 tons; built at

ALPACON—British, iron, screw, 548 tons; owned by St. Albans S.S. Co., Liverpool; Krakra for Sydney, N.S.W.; stranded in Botany Bay May 15.

ST. PATRICK—British, iron, screw, 548 tons; built at Glasgow, 1881; owned by D. A. B. Murray, Glasgow; seaward for Nantes; cargo of coal; foundered off Cape Horn, 1882.

ST. PATEL—German, iron, screw, 979 tons; built at Sunderland, 1880; owned by J. H. Lovettson & Co., Hamburg; arrived at the Bay of Biscay March 2.

SALVAGE—American, wooden, paddle, 1,050 tons; built at Wilmington, Del., 1861; owned by Pacific Mail S.S. Co.; wrecked off Cape Horn, 1882.

SAN AUGUSTINE—French, iron, screw, 233 tons; built at St. Malo, 1874; owned by L. Aubert & Co., St. Denis; Bordeaux for Mexico; stranded near Ferrol in October, 1882.

SAN JOSÉ—Spanish, iron, screw, 660 tons; stranded and wrecked at Cape Horn, May 31.

SAVE—British, iron, screw, 300 tons; built at Sunderland, 1874; owned by John Chapman, London; Yembo for Constantinople; stranded near Yembo January 2.

SCOT—British, iron, screw, 482 tons; built at Poplar, 1881; owned by J. Seaton & Co., St. John's, N. B.; Boston for Halifax; stranded on Jew's Reef, S. S. A.

SCOT—British, iron, screw, 397 tons; built at Dumbarton, 1847; owned by E. R. Huntley, Hartlepool; Hartlepool for Funchal; wrecked off Cape Horn, 1882; 12 lives lost.

SEVEN—British, iron, screw, 291 tons; built at Barrow, 1880; owned by Eari Dudge, Cowes; foundered off Cape Horn, 1882.

SILKSTONE—British, iron, screw, 393 tons; built at Sunderland, 1880; owned by M. J. Cox, Waterford, from Waterford; sunk by collision near Waterford, 1882.

SNOWDON—British, iron, screw, 827 tons; built at Glasgow, 1854; owned by Lethi, Hull; arrived at the Humber River, September 1.

SPIER ET FIJES—Norwegian, iron, screw, from Christians; stranded off Cape Horn, 1882.

SPRING—British, iron, screw, 1,004 tons; built at Dundee, 1880; owned by J. Mitchell, Dundee; stranded near Suibh, October 1.

STADHART—German, iron, screw, 225 tons; built at Hamburg, 1876; owned by Colberg S. Co., Colberg; Livao for Berlin; cargo of grain; foundered off Colberg, 1882.

ST. PATRICK—British, iron, screw, 800 tons; built at Sunderland, 1870; owned by Lunnon, Ryres & Co., Sunderland; Sunderland for Haifa, April 21; afterward raised.

STORM QUEEN—British, iron, screw, 5,129 tons; built at Newcastle, 1880; owned by H. E. Tuftly, Newcastle; Seascope for Constantinople in January; never heard from.

ST. PATRICK—British, iron, screw, 2,138 tons; built at Middleboro, 1878; owned by R. Donaldson, Glasgow; Savannah for Bremen; stranded near Calaisburg, 1882.

STENKISE—British, iron, screw, 2,113 tons; built at Stockton, 1852; owned by Wolff & Hargh, Hull; Bombay for Calcutta; cargo of cotton; stranded near Funchal, June 20.

TCHERKASK—Russian, iron, screw, 1,198 tons; built at Newcastle, 1867; owned by H. E. Tuftly, Newcastle; London for Constantinople; stranded in the Black Sea, February 11.

TENDRALS—British, iron, screw, 307 tons; built at Middleboro, 1878; owned by M. Lennard & Co., Middleboro; stranded near London, January 26.

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